1: Radcliffe-Brown E-5 (1906-1908)1922
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501 better in a rough sea than a smaller one with an outrigger. It is possible that at first these large canoes were propelled with paddles just as the outrigger canoes are, the paddlers facing forward. Having learnt to understand the principle of the oar, through their contact with the Penal Settlement, the natives applied this principle to their own canoes. It could not, of course, be applied to the small canoes, as the shape of the canoe and the position of the paddler make the use of an oar impossible. It could be applied very easily, however, to the new large canoes. In these the oarsman does not sit on a level with the gunwale, but sits down in the hull itself on a piece of wood resting on the two sides of the hull a few inches above the floor. The gunwale of the canoe is thus about on a level with the bottom of his sternum. A number of holes are made in the gunwale on each side, and by means of these, loops of cane are attached to the gunwale. The oar, which is shaped in imitation of European oars, but with a short shaft, is thrust through the loop of cane, which serves as a fulcrum or rowlock. The rowers face aft. A man at the stern steers with a paddle. In shallow water the large canoes are propelled with poles in exactly the same way as the smaller canoes.

In the bow, at about the position that would be occupied by the foremost boom in an outrigger canoe, holes are made in the gunwale on each side and a piece of wood is thrust through them as a sort of thwart. This is to provide a means of making fast the end of the harpoon line or the anchor line, and thus serves a purpose that is served by the foremost boom in the outrigger canoe.

225 The large canoes are not quite so useful in turtle-hunting as the smaller outrigger variety, as they cannot be so quickly turned when the pursued turtle doubles. Very often a large canoe and a small canoe are taken together on an expedition, the harpooning being mostly done from the smaller one while the captured turtles are placed in the larger one. A small canoe with three or four men cannot hold more than one or at most two big turtles, whereas as many as ten or a dozen can be stowed in one of the large canoes.

501 505 The chief use of the large canoes is to make journeys from place to place. One of the largest will hold as many as thirty men and women with their baggage, whereas an outrigger canoe would never carry more than nine or ten. Further, there is less chance of an even heavily laden big canoe capsizing in a rough sea than of an outrigger canoe doing so. One result of the introduction of the large canoe has therefore been to enable the natives to move much

1: Radcliffe-Brown E-5 (1906-1908)1922
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more freely about the islands than formerly. The passage from the South Andaman to Ritchie's Archipelago, for instance, would only be attempted in an outrigger canoe on a very calm day, whereas in a large canoe it can be successfully accomplished even when there is something of a sea running.

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The small canoe of the Little Andaman is fairly similar to that of the Great Andaman. There are three differences. (1) The stem and stern are squarely cut in the Little Andaman, instead of being rounded off. (2) The outrigger booms are attached to the top of the gunwale by cane binding which passes through holes made in the gunwales, instead of being themselves passed through holes in the gunwale. (3) The float is attached to the booms in a different and less efficient manner. Three pointed hard-wood sticks are driven into the float, but they are all three approximately perpendicular. They are bound at the top to the boom, but there are no stays of cane to maintain the float rigid against a lateral thrust. In other respects the Little Andaman canoe is the same as the Great Andaman canoe.

The Jarawa of the South Andaman do not at the present time make use of canoes. This is apparently because, through their hostility with the Aka-Bea, they have been confined to the interior of the island. They make rafts of bamboos lashed together for crossing creeks and inlets. The forest-dwellers of the Great Andaman Division seem also to have made occasional use of similar rafts for the same purpose.

A canoe of the North Sentinel was seen by Mr Gilbert Rogers during a visit to that island in 1903[1]. It had been hollowed out of a tree and was about 15 feet long. The ends of the canoe were cut off perpendicularly to its length leaving a piece of the tree about one inch thick projecting for about three inches beyond either end to form a small but rickety seat. The log from which the canoe was cut was curved so that the ends were slightly higher than the middle. It had a float supported by six booms passing through holes cut in the sides of the canoe. These booms were fastened to smaller pieces of stick fixed into the sides of the canoe beneath them. The outrigger was attached to each boom by two small pointed sticks driven into the float and tied to the boom above with cane. There was one small paddle, a *Nautilus* shell for a baler, and five poles resting on the outrigger booms. These point to the canoe being poled along in the lagoon, which is quite shallow, rather than to its being used for long journeys or outside the reefs which surround the island. The

[1] Supplement to the *Andaman and Nicobar Gazette*, January 2, 1904.

10: Sen K-3, 4 (ca. 1955) 1962 • AZ2 Andamans AZ2

313 492 power in the forests. The net revenue of the forests from 1869 amounted to Rs. 45,65,764 inclusive of a capital asset of Rs. 21,39,983.

313 The present day forest exploitation has to some extent been revitalised with the introduction of regenerating processes and use of disel engines for the trams carrying logs from the spot of exploitation to the jetty wherefrom it is carried down to Port Blair for sawing and finally exported to the mainland and London. The working of the forest in the Andamans and its preparation for marketing undergo a number of stages. After a proper survey, a spot of exploitation is selected where a forest camp is opened near the jetty with a sufficient strength of imported labourers from India. The forest camps are erected with local timber and the exploitation proceeds from the spot in the immediate neighbourhood of the jetty (exclusive of the mangrove forests) to the interior regions. Along with the expansion of the exploitation area, tram lines are laid down from the jetty onwards. The felling is done by chiselling the trunk of the trees and then it is pulled by a few elephants for breaking it down. This completes the felling of the tree and after properly cutting all the branches, the logs are carried by an elephant with the help of his trunk and are unloaded from the tram. Afterwards, it is taken to the jetty where the logs are again unloaded and rafted in a tank-landing craft to make them ready for transportation to Chatham Island where it is shown into standard size (not always) and is exported to the markets. The transportation of the logs from the spot of exploitation to Port Blair is always done on water ways. The success in the transportation of the logs have been facilitated by the innumerable harbours and creeks making easy the passage of the boat into the interior parts of the islands and it is found that the average drag seldom exceeds a mile and at the same time exploitation requires some experience of local conditions and foresight, as the coastal areas are exposed to the open seas and advantage has to be taken of the different seasons of the year to work in different tracts.

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313 433 The yield of merchantable timber is only 15 tons per acre. An assessment of the future potentialities of merchantable timber with the introduction of the present method of regeneration has been given by Sri Chengapa[1]. The sustained or perpetual yield of the forests is about 135,000 tons per year and according to him, with the introduction of the present method of regeneration, the yield per acre is expected to be as much as 75 tons per acre, a five fold increase of the present yield. The

[113] 1 Chengapa, B. S.—The Andaman forests and their development; Census of India, 1951, Volume XVII, Andaman & Nicobar Islands by A. K. Ghosh.